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Hongkong, 8th March, 1906. 581

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Hongkong, 25th October, 1905. [19]

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Hongkong, 27th February, 1906. [575]

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Hongkong, 30th June, 1905. [1587]

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REUTER, BROCKELMANN & CO.,

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Hongkong, 21st April, 1897 113

NOTICES OF FIRMS

NOTICE.

HAVING OPENED A BRANCH of our

business at 11 and 12, Eschen Road,

Shanghai, we have appointed Mr. EMIL

FISCHER, Manager, who will Sign the

Firm per pro.

MACWEN, FRICKEL & CO.

Hongkong, 5th March, 1906. [559]

NOTICE.

MR. RICHARD HANCOCK is authorised

to Sign the name of our Firm per

Procuration.

SHEWAN, TOMES & Co.

Hongkong, 26th February, 1906. [502]

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Hongkong, 20th September 1905. [2165]

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NOTICE TO CORRESPONDENTS.

Our communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOUX ROAD
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The Daily Press.

HONGKONG, MARCH 9TH, 1906.

The Anglo-Tibetan Convention of 1904 provides that the first instalment of the indemnity which the British Government exacted from the Tibetans as reparation for breaches of treaty obligations and for insults offered to and attacks upon the British Commissioner and his escort in their progress to Lhasa, shall be payable on Jan. 1st, 1906. We are to the present date without news that the payment has been made. The whole Convention, in fact, by the meddling of Mr. Brodrick with the compact appears to be of as little value as the Conventions which preceded it. Though Tibet is recognised as a dependency of China, it is equally recognised that China's suzerainty is little more than a diplomatic fiction. It is a matter of common report that the Tibetans dislike the Chinese, and in the negotiations which took place at the British mission was proceeding to Lhasa, the contumacious disregard of the Tibetans for the authority of their suzerain was plainly shown. Had the Tibetan rulers accepted the advice of the Chinese Amban there would have been no indemnity to pay. It was, therefore, most essential that the Convention should be signed by the actual rulers of Tibet. As an additional guarantee for its fulfilment, the Chinese Government were required to sign an Adhesion Agreement, and though the Chinese Amban who was present at the signing of the Convention by the Tibetan Authorities expressed his personal acquiescence in the terms, the Convention has not met with the approval of the Peking Government, who have up to the present date withheld their adhesion. The British Minister at Peking has apparently been pressing for a settlement of the

questions in dispute, and events have taken a turn by the reported decision to transform Tibet into a province of China, under the control of a Viceroy. The formal incorporation of Tibet as a province of China by proclamation at Peking seems likely only to accentuate the difficulties; and the statement that "when the incorporation of Tibet as a province of China is accomplished there can exist on the part of England no cause for apprehension of hostile movements in that quarter," requires much more than mere assertion to justify its confident acceptance as an assurance. In our view it will afford neither a guarantee against hostile movements in Tibet nor an assurance that the old system of shutting out Anglo-Indian trade will not be renewed.

Within the past few weeks we have published telegraphic news of Funds having been opened in London, Melbourne and now in Ottawa for the relief of the population in the three provinces of Japan stricken by famine. Upwards of a million people are wholly dependent upon the charity of the public for support until the next rice harvest. In Japan itself the people, notwithstanding the heavy calls made upon their purses in the shape of war taxes and charitable funds for the relief of distress occasioned by the war during the past two years, have responded nobly to these new appeals for assistance, and the Relief Funds have also been supported not only by the Foreign communities in Japan but by sympathisers in other Eastern cities, including Shanghai. By means of this timely assistance much suffering has been prevented and lives saved. A gentleman who has recently visited the affected districts and carefully inquired into the situation, writes to the papers an assurance that the appeals are based on well ascertained facts and do not exaggerate in the least; they "only fail in making real the wide extent and acuteness of the misery which obtains." Additional confirmation offers itself in an appeal made by officials in the Miyagi Prefecture to the Department of Agriculture for a grant of 260,000 yen, the estimated cost of food to support the sufferers in that prefecture during the three months of March, April and May. The gentleman above referred to states in his letter to the Press that the machinery is now in motion that will afford relief throughout the afflicted districts, but money is insufficient. "Millions of yen," he says, "must be expended to feed, clothe and carry the million and more destitute persons until the harvest can be gathered." That being the case we are sure no further words are needed to commend to public support the concert which LADY PROCTOR is promoting to be held by kind permission of H. E. the GOVERNOR at Government House on the 27th inst. with the object of adding to the fund at the disposal of the relief committee in Japan.

We are informed by the Oxford Local Committee that 102 candidates (6 being girls) have entered for the Oxford Local Exams. next July.

The programme of the first Rifle Meeting of the China United Service Rifle Association appears in our advertisement column to-day. The meeting takes place on the 19th inst.

One hundred and seventy barristers are engaged in defending the Japanese in what is known as the anti-peace disturbance case, which has now reached the Appeal Court at Tokyo.

The addition of three cases of plague yesterday brings the total for the year to 50. Two of the cases in yesterday's return were found in the street—one in Western Street, and the other at Sheaukwan.

The General Officer Commanding makes his annual inspection of the Army Service Corps this morning at the Arsenal Yard, and his annual inspection of the Royal Engineers on Tuesday next at Wellington Barracks.

The public appreciation of the well-known band of the *Fürst Bismarck* is such in Hongkong that the announcement that they are to give a concert at the Theatre on Tuesday next will be generally welcomed, and a good house may be confidently anticipated.

Yesterday's orders issued by Major-General Villiers Hutton, C.B., contain notifications of classes to be held next month for training of regimental stretcher-bearers in ambulance drill, stretcher drill and first aid to the wounded; also for instruction in the procedure to be adopted for the restoration of the apparently drowned.

Early yesterday morning the Fire Brigade, under Chief Inspector Baker, was summoned to 147, Winglock Street, where fire had broken out in the first floor. The flames were quickly extinguished, but not before the roof had been destroyed and the remaining floors damaged, the ground floor suffering most from water. The premises where the fire originated were occupied as a medicine shop and were insured for \$13,000.

Spanpani's Circus is nightly affording considerable entertainment, and though the audience might occasionally be larger the programme is always appreciated.

The examination in Scottish history promoted by the St. Andrew's Society took place yesterday at the City Hall. Only seven candidates came forward. Mr. W. D. Braidwood is to adjudicate on the papers.

Ships arriving from the South report experiencing a strong monsoon and heavy seas. This doubtless accounts for the delay in the arrival of the English Mail steamer which was expected at daylight yesterday but did not reach here until last evening.

The value of the imports into Great Britain for 1905 is returned at £565,279,492, which compares with £551,038,824 in 1904, and shows an increase of £14,240,774. The total of the exports for the year was £330,023,467 as compared with £307,711,041 for 1904, being an increase of £22,312,427.

It has been said that the *Dreadnought* is the most powerful battleship under construction; but as a matter of fact this statement is incorrect says a London contemporary. That honour indisputably belongs to the Japanese battleship *Satsuma*, which is already well advanced at Yokosuka. The *Satsuma* is a little larger than the *Dreadnought*, displacing 19,250 tons, and carries a slightly more powerful battery—ten 12-inch and twelve 4.7-inch guns, with armour of about the same thickness. The other details of the *Satsuma* are, however, unknown to all except the British Admiralty.

SUPREME COURT.

Thursday, March 8th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (POINTE JUDGE).

AN ILLEGAL STRUCTURE.
The Hung On Chan firm sued the Tak Lee Loong to recover the sum of \$321.60, being as to \$701.60 amount paid to Messrs. Yuen Wo by the plaintiffs on behalf of the defendants for work done on premises at Nos. 80, 81 and 82, Connaught Road Central, and as to balance of \$120 for a plan.

Mr. Otto Kong Sing appeared for the plaintiffs, and Mr. C. F. Dixon (of Mr. John Hastings' office) represented the defendants. Mr. Kong Sing said the plaintiffs were the keepers of a Chinese boarding house, and about July last took over new premises. These houses were Chinese, and constructed in the ordinary way of such houses, each containing three upper flats, making in all nine flats. The plaintiffs were desirous of having these flats altered so that they might be used as a Chinese boarding house. With that view they engaged an architect to draw plans, and these plans were passed by the P.W.D. The defendants were then engaged as contractors and the plans handed to them with instructions that the work was to be carried out according to the plans. The contract price was \$2,135, and this was increased to \$2,223, of which \$2,140 had been paid by the plaintiffs. When the work was completed, the defendants notified the plaintiffs, and everything appeared to be all right. In a month or two afterwards, however, the P.W.D. inspected the buildings and found they were not constructed according to the plan, neither were they in compliance with the Buildings Ordinance. Notice was then given the architect, who, on inspecting the premises, found they were not constructed according to the plan he submitted. He then had another plan drawn, and to save expense had it drawn in such a way as to take in the work done.

His Lordship—The matter should be referred right to an architect.

Mr. Kong Sing—The architect has viewed the place.

His Lordship—I mean as to amount.

Mr. Kong Sing—I don't know whether my friend admits liability.

Mr. Dixon—My clients were not working according to a plan. The plaintiffs expressed themselves as perfectly satisfied with the way we did the work, and we heard nothing further about the matter until some six months afterwards.

His Lordship—It is clear the alterations have not been carried out as required by law.

Mr. Dixon—The instructions according to which we were to carry out these alterations are detailed in the agreement before your Lordship. Having carried out those instructions we are exonerated from all liability, even though they were not done as required by the Buildings Ordinance.

Mr. J. B. Harker, engineer in the P.W.D., was called to peruse the agreement between the parties. He said it was fairly explicit, and the details as before the Court authorised the defendants to put up an illegal structure.

His Lordship handed the agreement and plans before the Court to Mr. Harker and asked him to report as to whether the work was carried out.

The case was adjourned.

To be practical and to have common sense and sound judgment does not mean, as some people seem to think, seeing the fact clearly and seeing nothing else; it does involve seeing the fact clearly, but it also involves seeing the fact in its connection with other facts. No man really sees a tree unless he sees a bit of the landscape of which it forms a part; no man sees a human life unless he sees below the surface of its activities. So-called "hard-headed" people, who are credited with a vast amount of wise judgment, are often led into the grossest mistakes because they are so intent on seeing the surface and outlines of a fact clearly that they entirely miss its relation to other facts.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE ARTHUR IN JAPAN.

Kobe, March 8th.

H.R.H. Prince Arthur of Connaught has experienced variable and cold weather during his visit to Kagoshima.

His Royal Highness arrived at Kobe to-day in beautiful weather. A reception was held at the British Consulate.

FRENCH NAVAL PROGRAMME.

London, March 8th.

The French Government has sanctioned the building of six battleships.

PAYMENT OF M.P.'S.

London, March 8th.

The House of Commons has passed a resolution, by a majority of 238, in favour of payment of members of Parliament.

POLITICAL CRISIS IN FRANCE.

London, March 8th.

The French Government has been defeated on the question of Church Inventories and has resigned.

[The state of public feeling in France on this subject may be gathered from the graphic account given by our Paris correspondent of the recent deplorable encounter at the Church of St. Cloud.]

[REUTERS' SERVICE.]

THE MOROCCO CONFERENCE.

London, March 8th.

The Russian delegate at Algiers has submitted a proposal for a Franco-Spanish police force in Morocco, as the only solution of the question. M. Revoll, in supporting the proposal, said that France was prepared to organise a force of 2,000 Moors at eight of the principal ports; Herr von Radowits maintained that all the Powers should participate in policing the country, in order to secure economic equality; the British Spanish and Portuguese deputies supported M. Revoll.

THE JAPANESE FAMINE.

London, March 8th.

A subscription has been opened in Ottawa for the relief of the famine in Japan.

THE UNITED STATES.

London, March 8th.

The American Army and Navy Board recommends putting into a state of defence Manila Bay, Pearl Harbour, Guaman, Guam, Honolulu and both entrances of the Panama Canal, at an estimated cost of \$50,000,000.

President Roosevelt, in a message, says that the insular possessions of the United States should not be neglected if it is desired to hold them.

JAPAN'S MERCANTILE MARINE.

THE RUMOURS OF AMERICAN PURCHASES.
The following interesting telegram appears in American papers, dated Washington, the 30th January:—

"Senator Gallinger to-day wired the Oceanic Steamship Company stating it was true that an option had been given to Japanese capitalists upon the steamers of the Oceanic line. A reply came this evening which was to the effect that the continuance of the San Francisco-Australian line depended upon the passage of the Ship Subsidy Bill. No direct reply was made to the question whether the Japanese had acquired the option in question."

"Senator Gallinger's purpose in asking the question was to obtain a reply in writing which could be submitted to the Senate, a strong argument in favour of a Ship Subsidy Bill. He will present the Oceanic Company's telegram to-morrow in the Senate."

"The statement is positively made here that the Oceanic Company has as a matter of fact given an option to the Japanese, and that while this cannot be denied, it was desirable to have confirmation of it from the steamship company direct for use in the Senate debate."

"General Manager Schwab to-day confirmed to personal friends the report that Japanese steamship interests were endeavouring to purchase the four new Pacific Mail steamers. He said the matter of the option had been referred to E. H. Harriman, and that no decision had been reached as far as he knew. Japanese activity in trying to secure American steamships in the Pacific will be used by the advocates of ship subsidy to prove the urgent need of assisting the American merchant marine."

"If the Pacific Mail and Oceanic lines are acquired by Japan the ascendancy of that country in the Pacific Ocean will be complete. Under the Japanese subsidy law vessels are required to be turned over to the Government in case of war to serve as transports, as was done in the case of Toyo Kisen Kaisha and Nippon Yusen Kaisha."

THE CHINA FIRE INSURANCE CO.

The 37th ordinary meeting of shareholders in this Company was held yesterday at the offices, 3, Queen's Road, Mr. A. G. Wood presided, and there were present—Hon. Mr. R. Shaw, Messrs. N. A. Siebs, A. Haupt, H. W. Slade, E. Shellin, E. Goetz (directors), A. O. Apoor, W. G. Saunders, A. Forbes, Captain Goddard, J. J. Leiria, A. H. M. da Silva, Chan Pat, W. H. T. Davis, with the secretary, Mr. C. Pemberton.

The secretary having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen,—Thereport and statement of the Company's accounts for the past year having been in your hands for a fortnight, I will now, subject to your approval, adopt the usual course, and take them as read. It is a matter of regret to the Board that the year 1905 did not turn out as favourably as expected after the promising balance of \$260,374.35 carried forward at the end of that year, but we were unfortunately enough to have to meet exceptionally heavy claims to the extent of \$151,220.61 on our unexpired risks during 1905, so that the year has only resulted in a profit of \$131,448.29. This, however, enables us to pay our usual dividend of 6 per cent, and to transfer \$11,443.29 to the Extra Reserve Fund. Your Directors regret that they are unable to recommend the bonus of \$1 per share as distributed last year, but this can only be expected when results are exceptionally favourable. Turning now to the Working Account of 1905, it is pleasant to be able to report that the sum of \$344,098.88 is the largest that has been carried forward since the inception of the Company, and with ordinary good fortune we have every reason to hope for a much better out-turn than the previous year showed. Both Premium and Interest Accounts show increases, and with regard to the former this is especially satisfactory, as at the end of last year we closed down a part of our London business which was proving unprofitable. Losses during the year were about the average, but this is chiefly due to the unfortunate conflagration in Canton in March last by which we suffered considerably.

The Companies' surveyors have reported upon the properties in Hongkong under mortgage to us, and the Board are perfectly satisfied with the security in each instance. I am sorry to say that Mr. G. L. Tomlin has had to go home on sick-leave, and I am sure that you will all join me in wishing him a speedy recovery. These are all the remarks I think you will expect from me, gentlemen, and I will therefore conclude by moving "that the Directors' Report and Statement of Accounts for the year 1905, as presented, be adopted." After this has been seconded, I shall be happy to reply to any questions that may be put relating to the business before the meeting.

This was seconded by Mr. ORANGE, and approved.

On the motion of Mr. SAUNDERS, seconded by Captain GODDARD, the Hon. Mr. R. Slawson and Mr. N. A. Siebs were re-elected directors.

The auditors, Messrs. W. H. Potts and A. R. Lowe, were re-appointed on the motion of Mr. A. O. Apoor, seconded by Mr. FORBES.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be posted this afternoon.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, March 7th.

THE VICEROY AND OPIUM SMOKERS.
Viceroy Shun dislikes opium smoking. He has sent an official dispatch to the Provincial Treasurer, the Provincial Judge, and the Salt Commissioner instructing them to make an investigation and to report to him any expert officials who are known to practise opium-smoking.

A JAPANESE SHOW STOPPED.
A Japanese subject who was exhibiting a cinematograph at Chan-chuen, has been ordered to stop the performances. The Viceroy has also instructed the local authorities to forbid the people from renting their houses to foreigners.

THE REBELLION IN KWANGSI.
Viceroy Shun has received a telegram from the Governor of Kwangsi stating that the rebels in Wuchow and Ping-Lok districts are increasing daily and requests the Viceroy to raise 100,000 taels and remit same to him immediately for military purposes to enable him to quell the rising.

SEQUEL TO A DISAGREEMENT WITH THE VICEROY.

It is reported that the Provincial Judge Sham is about to be transferred to Chihli as Provincial Treasurer. It appears that he disagreed with Viceroy Shun regarding railway matters and recently memorialized the throne asking for permission to resign his post and to retire from official life. Judge Sham, being one of the favourites of the Empress Dowager, was not permitted to resign and is now being sent to Chihli Provincial on promotion.

DR. SHELLEY.

Dr. W. Shelley, late of the Yuet-Han Railway Co., leaves for America to enjoy a well-earned holiday. During his stay in Canton he has made many friends both amongst foreigners and Chinese, and will be much missed by both.

WIDOWED KIDNAPPING.
A notorious kidnapper, named Lam Kai-tung, has at last been caught. A few days ago he kidnapped 50 women, boys, and girls from the Ke-chow district and brought them down to Canton in a junk to dispose of them at his leisure here. Information having reached the police Lam was arrested at the Ng Sing Moon where his junk was moored. He has been locked up in the Nam-Hoi gaol. It is said that Lam has captured and sold hundreds of women, boys and girls in his day. His present freight of human beings has been distributed amongst charitable institutions who will send them back to their native villages.

POLICE COURT.

Thursday, March 8th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

A PUBLIC HOUSE DISPUTE.

Two sailors from the *Andromeda* named Kennedy and Stringer were charged with disorderly conduct at the Rose, Thistle and Shamrock Inn. They had had some refreshment, when trouble arising over the breaking of a glass the first defendant hopped over the counter and caught the barmaid by the arm and tried to twist it. His Worship fined the first defendant \$3 and discharged the second.

A BEACHCOMBER.

John Reynolds, of no occupation, was charged with being drunk and disorderly, and on being convicted was fined \$3.

ASSAULTING A DETECTIVE.

Two natives were prosecuted by a Chinese detective—one for being unlawfully on certain premises and the other for assaulting him. When the detective was on duty, he noticed a coolie go up to the house No. 11, Sin Hing Lane and when the latter came out he arrested him. A second coolie emerged from the house and catching the detective by the queue assaulted him. For this he was fined \$10 and the other was sentenced to fifteen days' imprisonment.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

IMPERSONATING THE POLICE.

Two Chinese and J. A. Marston were charged with that they did feloniously and with malicious demand from the complainant, Cheung King, the sum of \$10 with intent to steal the same; that not being members of the police force, they unlawfully did assume the designation of police officers. The third defendant was further charged with having a revolver and five rounds of ammunition in his possession without a licence from the Captain Superintendent of Police.

Chief Detective Inspector Hanson prosecuted and Mr. E. P. H. Lang (of Messrs. Deacon, Looker and Deacon) represented the third defendant.

Detective Sergeant Cashman stated that when he arrested the third defendant he carried a five-chambered revolver which was loaded. He was also possessed of a police whistle.

To Mr. Lang—Anyone was entitled to carry a police whistle.

Major Watkins said the third defendant had been engaged by him as a clerk for about twelve months. He knew him to be sober, punctual and industrious, and was quite surprised to hear of the charge brought against him.

After further evidence had been heard, his Worship found the third defendant not guilty on the first charge, but convicted the first and second and sentenced both to three months' imprisonment with hard labour and six hours' stocks. On the second charge all three defendants were found guilty and each was ordered to pay a fine of \$150 or go to gaol for six weeks. The third defendant was found guilty on the third count and fined \$10, in default one week's imprisonment.

GREAT FIRE ON A TRANSPORT.

While the United States transport *Meade* was lying at the foot of Folsom-street, San Francisco, on January 31st, preparing to sail for Manila with a thousand troops and supplies, fire was discovered in the hold. Officers and men were sleeping, and when they were aroused the flames had spread to every part of the ship. The men were quickly halted, and the alarm given in the city. Every available fire engine and fireman hurried to the vessel, the soldiers assisting the firemen in fighting the flames. Eight hundred barrels of line stored in the hold caught fire, and the men were constantly driven back by the poisonous fumes, while the smoke was so dense that those who attempted to rescue their comrades fell unconscious. Others staggered about like drunken men. Deeds of the greatest heroism marked the early scenes. At the risk of his lives, several of the crew leaped into the hold and rescued Captain Wilson of the *Meade*, who was injured and lay unconscious amid the burning line. Captain Dakin, of the fire brigade, was overcome by the fumes and killed. Two firemen attempting to rescue him dropped unconscious, and were saved after a desperate struggle. While the fire was at its height the flames were constantly danger of an explosion, as large quantities of ammunition were aboard. Only heroic work prevented the flames from reaching the compartment where the powder was stored. Tons of water were pumped into the hold, and the fire was at last got under control. Two firemen and the third officer of the *Meade* lost their lives, and three firemen and one of the crew are missing. A number of men were badly injured. The forward part of the ship where the fire started, contained the personal effects of the officers of the Second Infantry Regiment and of two batteries of artillery going to Manila. The *Meade* carried 1,000 tons of general supplies and also \$16,000 in gold, which was saved. The fire is believed to have been caused by the dropping of a cigarette in the hold.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 1 a.m. on Thursday, the 8th March, and left again at 7 a.m. same day via Nagasaki for Shanghai, where she is due to arrive at 1 a.m. on Sunday, the 11th March.

The Indo-China steamer *Laionga* left Calcutta for this port via the Straits on the 6th March, and may be expected here on or about the 22nd March.

The I.G.M. steamer *Bayerna*, which left here on the 4th inst., arrived at Shanghai on the 7th inst., at noon.

Mr. Henry Campbell-Bannerman's language has been described as windy.

If you are windy, why, small blame, 'Tis Nature's fault, for by your name You're half a Gas!

—Punch.

CHURCH AND STATE.—TH
STE. CLOTILDE

As anticipated the Bill separating Church and State, which was passed finally on the 6th of December last, was certain to be followed by trouble of a serious nature. The Bill, it will be remembered, stipulated that all the Church property was to be handed over within a year to associations organised by Churchmen to carry on the work. Riots have only begun, and will continue; Paris having set the example, the Provinces will—as a few have already done—follow in the wake. Mad rioting similar to that which took place yesterday is not yet at an end in this capital; the majority of Parisians quite expect to see other repetitions before long. As sure as other church inventories are made in accordance with the new law—and the Madeleine, St. Roch and other famous churches have yet to be officially visited—so sure will fresh disturbances occur. Deputies will be found as ready to leave in a body, as they did yesterday, for the scene of the conflict, and equally as eager to take part in the general

and ask: "Why don't you give us proof of it, instead of quarrelling with us Morocco?" M. André Mévil, who travelled in Germany, and knows the German who has also adapted for France a book of intimate life of the German Emperor was suppressed in the *Vaterland*, writing in *Echo de Paris* a little while back says:—"more than ever our duty to be on the *qui* It is the more prudent course. We must allow fine phrases to have too great an effect but must say to ourselves that the only way preventing a conflict is to be strong and united and to remain faithful to our friends." In the last phrase resides the secret of French determination to be dignified and faithful. France has an alliance with Russia, and she made friends with England, neither of which will desert her in her hour of need.

REFORM OF THE FRENCH THEATRE

Everything comes to those who wait. Thousands of people allege, French theatres

A great proportion of the emigrants expressed a keen desire to repay the fund, and gives them a feeling of independence, and so away with the idea of their being subjects of charity. If this experiment succeeds it is to raise a large fund administered by a committee. Sub-committees would be appointed in the different London districts to work choose the families to be assisted emigrating. These families would, in repay the money advanced to them, and work of emigration would thus proceed *infinitum*.

butin fact there has been none as yet. In 1900 the output was less than in 1900, and in 1901, the latter year it has been estimated at 1,750,000 pieces, 4½ per capita, of about a penny a piece for the whole Empire of China; it is probable that the total output to the end of 1905 would exceed 5,000,000,000. The whole output is readily absorbed, as it came to supply a great deficiency. At the end of 1905 the provincial authorities were restricting the shipment of the cotton outside their own jurisdiction, and at the same time making efforts to encourage its introduction from provinces, the reason for both measures is the statemanlike desire to relieve the stringency pressing on the poorer classes.

Hongkong, 27th February, 1966. [552]

The Hongkong Observatory yesterday issued the following report:—
On the 8th at 12.10 p.m.—Changes of pressure are unimportant.
The anticyclone still covers China and the Pacific towards the Loochees.
Gradients are moderate to rather steep.
The monsoon will decrease in the Formosa Channel, but continues to blow strongly over the China Sea.
Forecast:—Fresh N.E. winds; fine.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only special for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

WANTED.

IN KOWLOON 5 or 6-Roomed House, Furnished or Unfurnished. Apply to—

"S. S. R."

Care of "Daily Press" Office, Hongkong, 9th March, 1906. 592

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers. Apply to—

The SECRETARY, Hongkong Hotel Co., Ltd. Hongkong, 9th March 1906. 593

THEATRE ROYAL CITY HALL.

GRAND ORCHESTRAL CONCERT

By the Well-known Band of H.L.G.M.S. "FUEST BISMARCK."

TUESDAY, 13th MARCH, at 9 P.M.

Booking Office at Robinson Piano Co.

Dress Circle \$3
Stalls \$2
Pit \$1

SOLDIERS and SAILORS in Uniform Half-price. Hongkong, 9th March, 1906. 594

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Office, 37, Queen's Road Central, on SATURDAY, the 24th March, 1906, at 12 o'clock NOON, to receive a Statement of Accounts to the 31st December, 1905, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th March, both days inclusive.

I. WHEELLEY, General Manager. Hongkong, 8th March, 1906. 595

HONGKONG CLUB.

NOTICE.

THE NINTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, payable on SATURDAY, the 31st March, 1906, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M. on SATURDAY, the 17th MARCH, 1906. MEMBERS of DEBENTURES are invited to attend the DRAWING.

By Order, C. H. GRACE, Secretary. Hongkong, 9th March, 1906. 596

CHINA UNITED SERVICE RIFLE ASSOCIATION.

THE FIRST PRIZE MEETING of the Association will be held on March 19th and following days.

BRITISH EVENTS on Stonecutter's Range. NATIVE EVENTS on Kowloon City Range.

PROGRAMME.—

- I. Rifle Championship Series.
- II. Carbine Competition.
- III. Nursery Competition.
- IV. Affinity Competition.
- V. Officers' Team Competition.
- VI. The "HATTON" Challenge Cup (for Teams).
- VII. The "NORR" Cap (for Teams).
- VIII. Revolver Competition.

Entries close on 14th March.

The Rules of the Association and full Particulars can be obtained on application to

The HON. SECRETARY, C.W.S.R.A., HEAD QUARTER OFFICES, Fletcher Street, Hongkong.

Hongkong, 9th March, 1906. 597

NOTICE.

NOTICE IS HEREBY GIVEN to Consignees and others that unless payment of freight and charges on the undernoted cargo is made to the undersigned on or before NOON, on the 23rd March, 1906, the cargo will be sold by Public Auction to defray expenses incurred in landing and storing into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where it now lies.

Ex "CANPA" arrived from Victoria, B.C., 5th July, 1905. 1,752 pieces Lumber marked W. Y. T. Co.

Ex "TELEMACUS" arrived from Victoria, B.C., 23rd July, 1905. 2,798 pieces Lumber marked W. Y. T. Co.

BUTTERFIELD & SWIRE, Agents, O.S.S. Co., Ltd. and M. N. Co., Ltd. Hongkong, 9th March, 1906. 598

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY,

the 23rd March, 1906, at 12 Noon, at the Hongkong and Kowloon Wharf and Godown Company's premises, the following,

xx s.s. "CANPA,"

W. Y. T. Co., 1,752 Pieces ROUGH LUMBER; And

xx s.s. "TELEMACUS,"

W. Y. T. Co., 2,798 Pieces ROUGH LUMBER. Terms.—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 9th March, 1906. 599

NEW ADVERTISEMENTS

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Rensch, will be despatched for the above Ports TO-DAY, the 9th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th March, 1906. 589

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched as above TO-DAY, the 9th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 8th March, 1906. 600

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOBA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 31st inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 8th March, 1906. 601

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA," FROM PORTLAND (OR) YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE, Acting General Agent. Hongkong, 8th March, 1906. 618

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf ex s.s. B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th Mar., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 8th March, 1906. 619

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

will be ready To-morrow, and contains—

Epitome of the Week's News.

Leading Articles—

The Overcrowding Evil in Hongkong.

Responsibility for the Nanchang Murders.

The Chinese "Slavery" Cry.

China and Tibet.

Famine in Japan.

Supreme Court Proceedings.

Hongkong Sanitary Board.

The Missionary Massacre at Nanchang.

Marriage of the Hon. Mr. Pollock, K.C.

Canton News.

New Banking Law in the Philippines.

Shanghai General Chamber of Commerce.

Royal Hongkong Golf Club.

Company Reports—

China and Manila Steamship Co.

Company Meetings—

Hongkong Fire Insurance Co.

China Fire Insurance Co.

Green Island Cement Co.

Commercial Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to subscribers sent, including postage 34 cents each, or \$1 Cash for three copies. Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 9th March, 1906. 602

NEW ADVERTISEMENT

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"DACIA."

Captain Broch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Mar. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Mar., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 8th March, 1906. 590

ENTERTAINMENTS

NOTICE.

UNDER the distinguished Patronage of His Excellency Sir MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given in the THEATRE ROYAL, CITY HALL, TO-MORROW (SATURDAY), the 10th March, at 9 P.M., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists—

Mrs. D. E. BROWN, Mrs. GORDON, Miss HUMPHREYS, Mrs. KRUGER, Mr. CHALMERS, Mr. GONZALEZ, Mr. JOKL, Mr. KORNIA, Mr. LECHE, Mr. STEWART and Mr. GRIMBLE.

Also, by kind permission of Admiral BARTING, the Band of the Flagship S.M.S. "FUEST BISMARCK," under Bandmaster KARL JESSEN will play Four Selections.

Tickets, \$2.00 each, may be had at Messrs. LANE, CRAWFORD & Co. (Music Dept.) and Wm. POWELL, Ltd.; also, of Members of the Ladies' Committee of the Church, or the Undersigned.

A. MACKENZIE, Hon. Secretary. Hongkong, 2nd March, 1906. 541

SPAMPANI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

TO-MORROW (SATURDAY), MARCH 10, GRAND MATINEE

AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the ROBINSON PIANO CO.

E. SPAMPANI, Proprietor and Director. Hongkong, 7th March, 1906. 580

AUCTIONS

[BY ORDER OF THE MORTGAGEE].

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On MONDAY, the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street,

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES,

registered in the Land Office as INLAND LOT NO. 65, and FARM LOT NO. 65.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENESKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$88.

Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HOUGH, Auctioneers. Hongkong, 1st March, 1906. 528

[BY ORDER OF THE MORTGAGEE].

PARTICULARS AND CONDITIONS OF SALE

OF VALUABLE LEASEHOLD PROPERTY,

known as "The Manxpool Hotel," to be sold by

PUBLIC AUCTION, On THURSDAY,

the 15th day of March, 1906, at 3 P.M., at his SALE ROOM, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an Area of 207,900 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904. Subject to the payment of the Annual Crown Rent of \$478 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For further particulars and conditions of sale apply to

F. X. D'ALMADA & CASTRO, Vendor, Solicitor, or to

Mr. GEO. P. LAMBERT, Auctioneer. Hongkong, 1st March, 1906. 529

TO LET.

NO. 5, "FAIRVIEW," Robinson Road, Kowloon. Semi-detached House. Moderate rental.

HOUSES in AUSTIN AVENUE, Kowloon. Rental \$50 per month and Taxes. "STOLZENFELS," Peak. Bungalow and Tennis Court. From 1st May next.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD., Agents. Hongkong, 20th February, 1906. 399

PUBLIC COMPANIES

GEO. FENWICK & CO., LTD.

THE SEVENTEENTH ORDINARY GENERAL MEETING of Shareholders will be held in the HONGKONG HOTEL TO-MORROW (SATURDAY), the 10th day of March, 1906, at 11.30 A.M., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 10th March, both days inclusive.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager. Hongkong, 3rd March, 1906. 548

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW (SATURDAY), the 10th day of MARCH, 1906, at 12 o'clock NOON, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the 16th day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board, JAMES WHITTALL, Secretary. Hongkong, 17th February, 1906.

RESOLUTIONS: (1) That the Articles of Association of the Company be altered in the following manner—

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the last day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders at the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for, or presented to the Shareholders in respect of Article 130 as this day substituted.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the CITY HALL, on MONDAY, the 12th March, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 24th February, 1906. 584

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, 37, Queen's Road Central, on WEDNESDAY, the 14th March, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 17th February, 1906. 511

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, 37, Queen's Road Central, on WEDNESDAY, the 14th March, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 28th February, 1906. 512

PHILIPPINE COMPANY, LIMITED.

THE THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the OFFICE of Messrs. HOLLIDAY, WISE & Co., No. 100, Calle Antigua, Manila, P.I., on THURSDAY, the 15th day of March, at 3.30 P.M., for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December, 1905.

HOLLIDAY, WISE & Co., Agents. Manila, 5th March, 1906. 573

AN OLD SAILOR'S LIFE SAVED.

A retired sailor of the British Navy, Mr. Charles Harrison, now employed on the London, Chatham and Dover Railway as a signal fitter, lives at 19, Stewart's Lane West, Battersea, London, S.W. Up to January, 1905, Mr. Harrison always enjoyed good health, but then he suddenly began to "feel wrong." It was the beginning of a severe attack of indigestion, which lasted for months, and nearly cost him his life. How he was cured by using Mother Siegel's Syrup he tells you in this sworn statement, which is supported by the testimony of some of his friends and neighbors.

"I, Charles Harrison, of 19, Stewart's Lane West, Battersea, in the County of London, do solemnly and sincerely declare as follows:—

"That I feel it my duty to register my testimony to the value of Mother Siegel's Syrup, for I know that it saved my life. About the middle of January last, I began to lose appetite, and all the time seemed going out of me. I grew quite weak and thin, and suffered with head pains and dizziness. On the 7th of February I had to give up my work and declare on the club. I was in the doctor's hands for about a month, when I returned to work, and struggled on for a week or so; but I had to give in once more, and go back home worse than ever. I was now in a terrible state.

"After eating I had terrible pains, and would sit with my knees drawn up to my chin, pressing my stomach, or roll across chairs, to relieve the agony. The only relief was when I managed to throw up all I had eaten. That was little; indeed, I was living, not on food, but on my own body, and from over thirteen stone weight I was reduced to about seven. I could hardly stand. I was dizzy, weak, and often on the point of fainting. At last I went into hospital. How they wanted to operate on me, but I would not consent, and came out as feeble as ever.

"Then I went to St. Margaret's Bay for the sea air, but I even lost more weight there. On returning to London I went to another hospital for five weeks, but derived no benefit whatever.

"About the middle of August I decided to give Mother Siegel's Syrup a trial, and got a bottle. It seems almost incredible, but in a week or so I felt easier, and from that time steadily improved. All pain left me, and I could eat again. On September 25 I went back to work, and though still weak I am quite cured of the disease. I eat heartily, and am rapidly getting up my strength again.

"And I make this solemn declaration, conscientiously believing the same to be true, by virtue of the Statutory Declarations Act of 1925 (Wm. IV. C. 62). (Signed) Charles Harrison. Declared at 81, Rochester Row, in the County of London, this 18th day of September, 1905, before me, Philip C. Conway, a Commissioner for Oaths.

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NEW MODEL IN SOLID CASES.
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EXTREME CLIMATES.
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AND
MUSICAL INSTRUMENTS.

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York Building, Chater Road.
Hongkong, 1st March, 1906.

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Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO
Sole Agents.
Hongkong, 17th May, 1905.

BETTER THAN GOFALIA.
MATICO.
GRIMAULT & CO. CHEMISTS, PARIS.
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inflexible remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Gofalia, do not cause eruptions on the skin or produce nausea.
MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

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GRIMAULT'S
INDIAN CIGARETTES
For Asthma people who suffer from
OPPRESSION in breathing, ROARSINGNESS,
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in EXPIRATION.
Grimault's Cigarettes render the respira-
tion easier, cut short the paroxysms, and
remove the feeling of tightness across
the chest.
GRIMAULT & CO. PARIS
Sold by all Chemists.

THE NILE-RED SEA RAILWAY.

On January 27th Lord Cromer, who had travelled from Cairo via Athens, declared the Nile-Red Sea Railway open from Port Sudan to the Athara Junction before an assembly which included the Sir and Lady Wingate, the ten members of the Egyptian Legislative Council who had been invited to the ceremony, Sir Vincent Corbett, the Financial Adviser, and many prominent British officials of the Sudan Government, Major Hawker, Governor of the Red Sea Province, and the principal members of the railway staff, the captain and commander of his Majesty's ship *Diana*, and a multitude of sheiks, omras, and other notables from the whole region, among them many of the leading Hadendawa and Beni Amer with their wild tribesmen, with Arab merchants from Cairo, Suakin, Jeddah, and the Arabian coast.

Colonel Macdowell, R.E., Director of the Sudan Government Railways, gave an account of the construction of the railway, pointing out that the new route from Khartoum to the sea by the Nile-Red Sea Railway was 900 miles shorter than the old Nile route. The length of the line from Sal-Lom Junction to Port Sudan is 34 miles, making a total of 331 miles of main line. There are 25 miles of sidings. The cost of constructing the line was £2,375,000, which works out at £4,450 per mile of main line. Work on the main line at Suakin began in August, 1904, and railway communication between the Nile and the Red Sea was opened in October, 1905. Owing to the insufficiency of the local water supply it had been necessary to obtain all water for working parties, and most of the water for bridges, buildings, and locomotives, by distilling sea water; all water had to be carried up the line in special tank wagons.

Lord Cromer in the course of his speech remarked that to have constructed 325 miles of railway in 14 months, under such climatic conditions as those which obtain in the Sudan, is a very remarkable achievement, and added that the cost has been very moderate. It has amounted to not more than £21,400,000. Turning to the more public aspects of the railway, his Lordship said: "Without doubt, the late years' great feat has been done in the Sudan. Order and tranquillity everywhere prevail. A fiscal system has been introduced which is adapted to the needs and requirements of the country. It is however, none the less time to say that the serious development of the Sudan commences from to-day. So long as the country was separated from the rest of the world by a waste of burning desert, and so long as communication could only be kept up by a line of railways and river steamers over a distance of 1,200 miles—for that is the distance from the mouth of the Nile to Alexandria—any very rapid progress was out of the question.

This railway is the first and preliminary step in the gradual execution of a large scheme for the construction of works of public utility. It is the main artery of communication which will open out the Sudan to the world. But before the country can gain the full advantages to be derived from this undertaking further work must be constructed. Some, indeed, have already commenced. The port at which I am now speaking is springing into existence. Before many months have elapsed I hope that the railway from Khartoum to Abu Hamed will be opened, and will thus put the wealthy province of Dongola in direct communication with the sea. Irrigation works are about to be undertaken to utilize the waters of the Nile, and thus fertilize the plains in the neighbourhood of Khartoum. Borings are about to be made with the Blue and White Niles at Khartoum. Railway surveys are being undertaken with the ultimate object of bringing Kassala into communication with the main line, of extending the railway up the left bank of the Blue Nile, and of enabling the gum of Kordofan to find a ready market by bringing El Obeid into direct communication with Omdurman. It is not to be supposed that all these works will be at once remunerative. Undertakings of this sort cannot possibly pay in the first few years of their existence, but that they will ultimately prove remunerative I have not the smallest doubt. I can, therefore, confidently recommend the taxpayers of Egypt to "Trust on, and think to-morrow will repay."

THE AMERICAN NAVY.

This year the United States Navy not only makes its greatest gain in ships, it also adds to its fighting strength some of the most efficient, the fastest and the best equipped warships ever floated. Before the year is out seven big battleships, four armoured cruisers and two protected cruisers will be added to the United States Navy. If the present rate of construction is maintained, this will be the greatest increase in any one year of the history of the American navy, and it will advance materially the rank of the United States as a naval power. All the new vessels represent a high type and all that is modern in naval architecture. The battleships to be added within the year are the *Virginia*, *Nebraska*, *Georgia*, *New Jersey*, *Rhode Island*, *Connecticut* and *Louisiana*. The two last named have a tonnage of 16,000 each, while the other five have a tonnage of 14,918 each. The four armoured cruisers are the *California* and *South Dakota*, of 13,500 tons each, and the *Tennessee* and *Washington* of 14,500 each, while the protected cruisers are the *St. Louis* and *Mississippi*, of 9,700 tons each. For the present at least the *Virginia* holds the battleship record of 19.01 knots, made during a four-hour run in the open sea. This shows her to be not only the speediest United States battleship afloat, but as fast as any ship of her class in any navy. When the *Louisiana* the other day easily exceeded her required speed, making 19.24 knots, the performance was hailed as a remarkable achievement, but the *Virginia*'s record was never in serious danger, and is not likely to be exceeded by the *Idaho*, the last battleship to be launched, whose speed requirement is only 17 knots. In other respects, however, the *Idaho*, though smaller, will be a more up-to-date ship than some of her consorts. She is even better equipped than the *Mississippi*, which was launched in September. Electricity is used aboard the *Idaho* to a greater extent than ever before attempted on a warship. Her watertight bulkhead doors of the "long-arg" system are closed by electricity from the pilot house, thus giving assurance that the ship will be rendered unsinkable in case of emergency at sea. In this respect the latest American warships, over 30 in all, have an immense advantage over any other nation's navy. For the machinery to be operated by electricity, the wires pass through indestructible steel tubes, with separate connections at every run. The purpose of this equipment is to make it impossible for a foe to disable the machinery, as was the case in the naval battles between Russia and Japan, when the machinery of nearly every Russian ship was shot to pieces by the expert Japanese gunners, disabling the fighting force, but otherwise leaving the ships unharmed and therefore valuable prizes.

Abbey's Effervescent Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

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Try Abbey's Salt, and you will probably regret you didn't know about it sooner.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
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CHINESE "SLAVERY."

AN IMPARTIAL DESCRIPTION.
On a vexed question, remarks a London contemporary, it is always well to have the opinion of an outsider, and the report of the American Consul-General, Eugene S. Pottier, to the United States Department of Commerce and Labour, throws a "stream of facts" on to the question of the recruiting of the Chinamen who is to serve in the South African mines. The following is an abstract of his report:—
The coolies arrive in lots of from two to three hundred at the coast depot of Chingwang, from inland collecting stations, and are placed in a small detention compound. Each one is stripped and examined by the doctor. The examination is conducted with a photograph, and each coolie is given a photograph, and a card, with his identification card, written up. They are then ushered into the large compound, where they remain till the next transport sails. In the meantime they are furnished with a copy of the contract they are to sign, both in Chinese and English. At all hours of the day special Chinese clerks take them individually, and explain each clause of the contract, in the simplest manner possible, and in every detail, until each coolie understands where he is going, for what purpose, and under what conditions—and in what manner he will be brought back to his own country. These Chinese "instructors" are under the control of the Chinese "protector," a British Government official, in no way connected with the Transvaal mines. His duties are to see that until the coolies leave China the white man adheres to both in letter and spirit, to his part of the contract; that each coolie understands the engagement he is entering into, and that he enters into this engagement of his own free will, and not because of outside pressure. The day before shipping the coolies are taken in lots of ten to the office of the Chinese "protector" for a final examination in the catechism of what they are about to contract for. The questions asked are many, and cover every possible point on which could hang a misunderstanding. The following are some of the questions:—Where are you going? How long will you be at sea? What will happen when you arrive in the Transvaal? At what will you work? Can you work as carpenter, machinist, etc.? At what wages? Can you leave money in China for your family? How much? How many hours will you work a day? How many a week? These questions are put till all understand, and finally the coolies are asked if any of them wish to change their mind. There is an enrichment for doing so, they are told, and nothing to pay for the food and lodging they have had while waiting. All they have to do is to walk out of the compound. Only one in two hundred does so; and any excuse is accepted—none asked. Next day is the final medical examination and shipment. In a large hall stand or squat some 200 coolies in rows along the wall. Their only clothing is a piece of string with a paper tag. They are checked and examined one by one, and pass into the next room, where they are given a warm water tank. Here they have the oil of China behind them, and passing into the dressing-room put on new clean clothes, shoes, belts, socks, and straw hats. They are now in blue uniforms, on the front of which, in Chinese characters, is the legend "Nan Fei Li Kung." In the next room are three desks, with Chinese clerks and a foreign supervisor. At the first desk the paper tag is changed for a lead of the second desk the coolies arrange for a portion of his wages to be paid in China each month to his wife, father, or other person designated by him. This is done by means of a coupon pass-book. At the next desk he finds the paymaster. Here he receives thirty-eight dollars, which is two months' pay, with eight dollars bonus. The money is laid out and counted in front of him. It is then packed into a small tin pan, which will later serve him as a rice bowl, and he is passed into the next room, where he has one more chance to retract if he wishes. No one has ever retracted at this point.

The next room is a long hall divided lengthwise by an iron grating. On the one side the hall opens into the outside world; on the other is the compound. It is here that the South African Chinese labourer bids farewell to his family and his creditors. It is not a pathetic sight. If his creditors leave him any of his newly-acquired wealth, his relatives agree with him for it; and fortunate is the coolie who escapes to the next room with any money. Here he receives his kit bag, containing a full winter outfit, and everything he can possibly need on the trip, including a small bamboo pillow with felling lugs to serve as a seat by day. The coolies walk out with their bags on their backs, enter the train, and are taken at once to the dock, whence they embark for the transport. Everything is clean and comfortable for them; and they all away with no work to do for a month and all they can eat. They are a cheerful crew.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 TO 1904.

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CHINA, JAPAN, COREA, IN DO-CHINA
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FOR
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THE FORTY-FOURTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete as such a work can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADES of each Country and Port, would alone suffice to fill a large volume. Maps, and Plans, pp. 1,750, \$10.00. Directory only pp. 1,300, \$6.00.

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NETH. INDIA
Batavia, etc.
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Sarawak, etc.

ALPHABETICAL LIST OF RESIDENTS
OF THE FAR EAST
The names of over 2,000 FOREIGNERS, carefully arranged, with the initials as well as the Surnames in strictly alphabetical order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES
IN CHINA, JAPAN AND COREA
are arranged in a special separate list.

THE MAPS AND PLANS
have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up to date. They consist this year of four sheets of the following:—
COLORED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOREA AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TIENTSIN (KIAOCHOW)
PLAN OF FOREIGN CONCESSIONS, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF PENANG
PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA
Great Britain, 1842; 1843; 1844; 1845; 1846; 1847; 1848; 1849; 1850; 1851; 1852; 1853; 1854; 1855; 1856; 1857; 1858; 1859; 1860; 1861; 1862; 1863; 1864; 1865; 1866; 1867; 1868; 1869; 1870; 1871; 1872; 1873; 1874; 1875; 1876; 1877; 1878; 1879; 1880; 1881; 1882; 1883; 1884; 1885; 1886; 1887; 1888; 1889; 1890; 1891; 1892; 1893; 1894; 1895; 1896; 1897; 1898; 1899; 1900; 1901; 1902; 1903; 1904; 1905; 1906; 1907; 1908; 1909; 1910; 1911; 1912; 1913; 1914; 1915; 1916; 1917; 1918; 1919; 1920; 1921; 1922; 1923; 1924; 1925; 1926; 1927; 1928; 1929; 1930; 1931; 1932; 1933; 1934; 1935; 1936; 1937; 1938; 1939; 1940; 1941; 1942; 1943; 1944; 1945; 1946; 1947; 1948; 1949; 1950; 1951; 1952; 1953; 1954; 1955; 1956; 1957; 1958; 1959; 1960; 1961; 1962; 1963; 1964; 1965; 1966; 1967; 1968; 1969; 1970; 1971; 1972; 1973; 1974; 1975; 1976; 1977; 1978; 1979; 1980; 1981; 1982; 1983; 1984; 1985; 1986; 1987; 1988; 1989; 1990; 1991; 1992; 1993; 1994; 1995; 1996; 1997; 1998; 1999; 2000; 2001; 2002; 2003; 2004; 2005; 2006; 2007; 2008; 2009; 2010; 2011; 2012; 2013; 2014; 2015; 2016; 2017; 2018; 2019; 2020; 2021; 2022; 2023; 2024; 2025; 2026; 2027; 2028; 2029; 2030; 2031; 2032; 2033; 2034; 2035; 2036; 2037; 2038; 2039; 2040; 2041; 2042; 2043; 2044; 2045; 2046; 2047; 2048; 2049; 2050; 2051; 2052; 2053; 2054; 2055; 2056; 2057; 2058; 2059; 2060; 2061; 2062; 2063; 2064; 2065; 2066; 2067; 2068; 2069; 2070; 2071; 2072; 2073; 2074; 2075; 2076; 2077; 2078; 2079; 2080; 2081; 2082; 2083; 2084; 2085; 2086; 2087; 2088; 2089; 2090; 2091; 2092; 2093; 2094; 2095; 2096; 2097; 2098; 2099; 2100; 2101; 2102; 2103; 2104; 2105; 2106; 2107; 2108; 2109; 2110; 2111; 2112; 2113; 2114; 2115; 2116; 2117; 2118; 2119; 2120; 2121; 2122; 2123; 2124; 2125; 2126; 2127; 2128; 2129; 2130; 2131; 2132; 2133; 2134; 2135; 2136; 2137; 2138; 2139; 2140; 2141; 2142; 2143; 2144; 2145; 2146; 2147; 2148; 2149; 2150; 2151; 2152; 2153; 2154; 2155; 2156; 2157; 2158; 2159; 2160; 2161; 2162; 2163; 2164; 2165; 2166; 2167; 2168; 2169; 2170; 2171; 2172; 2173; 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2341; 2342; 2343; 2344; 2345; 2346; 2347; 2348; 2349; 2350; 2351; 2352; 2353; 2354; 2355; 2356; 2357; 2358; 2359; 2360; 2361; 2362; 2363; 2364; 2365; 2366; 2367; 2368; 2369; 2370; 2371; 2372; 2373; 2374; 2375; 2376; 2377; 2378; 2379; 2380; 2381; 2382; 2383; 2384; 2385; 2386; 2387; 2388; 2389; 2390; 2391; 2392; 2393; 2394; 2395; 2396; 2397; 2398; 2399; 2400; 2401; 2402; 2403; 2404; 2405; 2406; 2407; 2408; 2409; 2410; 2411; 2412; 2413; 2414; 2415; 2416; 2417; 2418; 2419; 2420; 2421; 2422; 2423; 2424; 2425; 2426; 2427; 2428; 2429; 2430; 2431; 2432; 2433; 2434; 2435; 2436; 2437; 2438; 2439; 2440; 2441; 2442; 2443; 2444; 2445; 2446; 2447; 2448; 2449; 2450; 2451; 2452; 2453; 2454; 2455; 2456; 2457; 2458; 2459; 2460; 2461; 2462; 2463; 2464; 2465; 2466; 2467; 2468; 2469; 2470; 2471; 2472; 2473; 2474; 2475; 2476; 2477; 2478; 2479; 2480; 2481; 2482; 2483; 2484; 2485; 2486; 2487; 2488; 2489; 2490; 2491; 2492; 2493; 2494; 2495; 2496; 2497; 2498; 2499; 2500; 2501; 2502; 2503; 2504; 2505; 2506; 2507; 2508; 2509; 2510; 2511; 2512; 2513; 2514; 2515; 2516; 2517; 2518; 2519; 2520; 2521; 2522; 2523; 2524; 2525; 2526; 2527; 2528; 2529; 2530; 2531; 2532; 2533; 2534; 2535; 2536; 2537; 2538; 2539; 2540; 2541; 2542; 2543; 2544; 2545; 2546; 2547; 2548; 2549; 2550; 2551; 2552; 2553; 2554; 2555; 2556; 2557; 2558; 2559; 2560; 2561; 2562; 2563; 2564; 2565; 2566; 2567; 2568; 2569; 2570; 2571; 2572; 2573; 2574; 2575; 2576; 2577; 2578; 2579; 2580; 2581; 2582; 2583; 2584; 2585; 2586; 2587; 2588; 2589; 2590; 2591; 2592; 2593; 2594; 2595; 2596; 2597; 2598; 2599; 2600; 2601; 2602; 2603; 2604; 2605; 2606; 2607; 2608; 2609; 2610; 2611; 2612; 2613; 2614; 2615; 2616; 2617; 2618; 2619; 2620; 2621; 2622; 2623; 2624; 2625; 2626; 2627; 2628; 2629; 2630; 2631; 2632; 2633; 2634; 2635; 2636; 2637; 2638; 2639; 2640; 2641; 2642; 2643; 2644; 2645; 2646; 2647; 2648; 2649; 2650; 2651; 2652; 2653; 2654; 2655; 2656; 2657; 2658; 2659; 2660; 2661; 2662; 2663; 2664; 2665; 2666; 2667; 2668; 2669; 2670; 2671; 2672; 2673; 2674; 2675; 2676; 2677; 2678; 2679; 2680; 2681; 2682; 2683; 2684; 2685; 2686; 2687; 2688; 2689; 2690; 2691; 2692; 2693; 2694; 2695; 2696; 2697; 2698; 2699; 2700; 2701; 2702; 2703; 2704; 2705; 2706; 2707; 2708; 2709; 2710; 2711; 2712; 2713; 2714; 2715; 2716; 2717; 2718; 2719; 2720; 2721; 2722; 2723; 2724; 2725; 2726; 2727; 2728; 2729; 2730; 2731; 2732; 2733; 2734; 2735; 2736; 2737; 2738; 2739; 2740; 2741; 2742; 2743

SHIPPING.

ARRIVALS.

ARAGONIA, German str., 2,324, John Ernst, 8th March—Portland (Or.) 3rd February, General—Portland & Asiatic S.S. Co.
 DAGIA, German str., 3,400, Brock, 8th March—Singapore—General—Hamburg-Amerika Linie.
 FAULSTON, British str., 2,206, F. Wick, 8th March—Cardiff 13th Jan., Patent Fuel—Admiralty.
 HAIMUN, British str., 626, A. J. Robson, 8th March—Swatow 7th March, General—Douglas Lapaik & Co.
 HANOT, French str., 739, P. Merleux, 8th March—Manila 4th March, Ballast—A. R. Marly.
 HANYANG, British str., 1,238, McIntosh, 8th March—Saigon 1st March, Rice—Butterfield & Swire.
 LYDIA, German str., 1,900, C. Meyer, 8th March—Wuhu 4th March, General—Siemens & Co.
 MAZAGON, British str., 4,997, W. H. Selby, 8th March—Bombay 16th Feb., Cotton and Yarn—P. & O. S. N. Co.
 OCEANIA, British str., 1,117, W. Hayward, R.N.R., 8th March—Houma and Singapore 3rd March—Mails and General—P. & O. S. N. Co.
 ORO, British str., 2,146, A. T. Brain, 8th March—Mojito 2nd March, Coal—Dodwell & Co.
 PETIC, Norwegian str., 75, John Lorentzen, 8th March—Mojito 2nd March, Coal—Nippon Yusen Kaisha.
 WONGKOT, German str., 1,117, W. Schmidt, 8th March—Hongkong 1st March, Rice—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 March 8th.
 Dacia, German str., for Shanghai.
 Frithjof, Norwegian str., for Saigon.
 Germania, German str., for Bangkok.
 Italian, British str., for Swatow.
 Hebe, German str., for Singapore.

DEPARTURES.

March 8th.
 APENRADE, German str., for Heliopol.
 HUICROW, British str., for Newchwang.
 KAMPOI, French str., for Kwangchowwan.
 LYDIA, German str., for Canton.
 MATSUZUKI MARU, Japanese str., for Aomori.
 MIZUKI, German str., for Swatow.
 NANCHANG, British str., for Shanghai.
 PALEMBANG, Dutch str., for Palembang.
 TIENSIN, British str., for Singapore.
 WILLEHARD, German str., for Australia.

SHIPPING REPORTS.

The German str. Lydia reports: Fine weather and N.E. wind. The British str. Balladon Hall reports: Strong N.E. monsoon in China Sea.
 The British str. Oro reports: Strong N.E. monsoon, heavy sea and hazy weather.
 The British str. Haimun reports: Strong monsoon and high sea, fine clear weather.
 The German str. Aragonia reports: Moderate weather and sea. Nothing happened during the voyage.
 The British str. Hanyang reports: Experienced strong monsoon and heavy seas from Cape St. James to Gay Rock.
 The British str. Mazagon reports: Moderate monsoon gale with very high N.E. and N.E.E. sea and cloudy overcast weather and frequent hard squalls of wind and rain.

VESSELS IN DOCK.

March 8th.
 ABERDEEN DOCKS.—Dunlop.
 OWLON DOCKS.—Vigilante, Lungshan, Charles Hardwin, Progress, Kishon, Seward, Woolwich, Joyfield, Brunsdale, Petre, Tennyson, U.S.S. Ohio, Haimun.
 COSMOPOLITAN DOCK.—Australian.

VESSELS ON THE BERTH

FOR VLADIVOSTOK.

THE Steamship
 "DR. HANS JURG KLAER."
 Captain Larssen, will be despatched for the above Port TO-DAY, 9th inst., at Noon.
 The steamer has full accommodation for passengers.
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 7th March, 1906. 576
 NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR
 KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to
 TAWAO, LAHAD DATU, LABUAN,
 JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO."
 Captain F. Sembill, will be ready to load on MONDAY, the 12th March, will leave on TUESDAY, the 13th March, at 9 A.M.
 For Freight or Passage, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 Agents.
 Hongkong, 6th March, 1906. 567
 NAVIGAZIONE GENERALE
 ITALIANA.
 (Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, GENOA and GENEVA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLOO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
 Captain Cogliolo, will be despatched as above on MONDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 2nd March, 1906. 564
 BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship
 "SEALDA."
 Captain J. Kilpatrick, will be despatched as above on TUESDAY, the 13th inst., at DAY-LIGHT.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 6th March, 1906. 565

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	CLASS & SIZE	DEPART
LONDON & C. VIA USUAL PORTS OF CALL.	DONGOLA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, & C.	NUBIA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	AGUILLES	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	TELEMACHUS	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	DIOMEDE	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	TEUKAL	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	KINTUCK	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	CALCHAS	Brit. str.	1 m.
MARSEILLES, & C. VIA PORTS OF CALL.	OCEANIAN	Brit. str.	1 m.
HAMBURG VIA SINGAPORE.	PRINCESS ALICE	Ger. str.	—
HAMBURG VIA SINGAPORE.	TETONIA	Ger. str.	—
HAMBURG VIA SINGAPORE.	LINERIA	Ger. str.	—
HAMBURG VIA SINGAPORE.	SILENSIA	Ger. str.	—
HAMBURG VIA SINGAPORE.	SEGONIA	Ger. str.	—
HAMBURG VIA SINGAPORE.	SEGONIA	Ger. str.	—
HAMBURG VIA SINGAPORE.	C. FERD. LAEISE	Ger. str.	—
TRIESTE, & C. VIA SINGAPORE, & C.	PERSEA	Am. str.	—
GENOA, MARSEILLES & LIVERPOOL.	PELUS	Brit. str.	—
GENOA, MARSEILLES & LIVERPOOL.	MACHAON	Brit. str.	—
GENOA, MARSEILLES & LIVERPOOL.	HECTOR	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL.	SHIMORA	Ger. str.	—
NEW YORK	EMPEROR OF CHINA	Brit. str.	—
VANCOUVER VIA SHANGHAI, JAPAN, & C.	ACHENIAN	Brit. str.	—
VICTORIA (B.C.) SEATTLE, & C. VIA JAPAN.	KREMON	Brit. str.	—
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYLA	Am. str.	—
SEATTLE VIA SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—
PORTLAND, OREGON VIA SHANGHAI, & C.	ARAGONIA	Ger. str.	—
SAN FRANCISCO VIA PORTS	DAKOTA	Brit. str.	—
CALLAO (PERU)	GIENFANG	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	ADRIALAN	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—
VLADIVOSTOK	DR. H. JURG KLAER	Ger. str.	—
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—
YOKOHAMA VIA SHANGHAI, MOJO & KOBE	POONA	Brit. str.	—
MOJO, YOKOHAMA & KOBE	AUSTRALIAN	Brit. str.	—
MOJO & KOBE	MAZAGON	Brit. str.	—
KOBE	SEALDA	Brit. str.	—
KOBE	CHINTU	Brit. str.	—
JAPAN VIA SHANGHAI	TIPIANAS	Dut. str.	—
NEWCHWANG	HUNAN	Brit. str.	—
NEWCHWANG	KWEIYANG	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	AMPERO MARU	Jap. str.	—
SHANGHAI	OCEANA	Brit. str.	—
SHANGHAI	KIKUANG	Brit. str.	—
SHANGHAI VIA SWATOW	CHOYSAO	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHIN MARU	Jap. str.	—
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—
MANILA	LOONGSANG	Brit. str.	—
MANILA VIA AMOY	ZAFIRO	Brit. str.	—
MANILA	RUBI	Brit. str.	—
AMOY, MANILA & ILOILO	SUNGKIANG	Brit. str.	—
AMOY, MANILA & ILOILO	YUENSANG	Brit. str.	—
KUDAT & SANDAKAN	BORNEO	Ger. str.	—
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
 "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)
 Will be despatched from HONGKONG as follows:
 "MINNESOTA," Captain J. H. RINDER, On THURSDAY, 15th MARCH, 1906.
 "DAKOTA," Captain E. FRANCKE, On MONDAY, 23rd APRIL, 1906.
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, & C.
 These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, & C.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return, by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
 NIPPON YUSEN KAISHA,
 Agents.
 Hongkong, 12th December, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Days across the Pacific is the "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG.	ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000 Tons	WEDNESDAY, 28th Mar.	18th April
"ATHENIAN" 3,882	WEDNESDAY, 11th April	5th May
"EMPEROR OF INDIA" 6,000	WEDNESDAY, 18th April	9th May
"MONTEAGLE" 4,425	WEDNESDAY, 2nd May	26th May
"EMPEROR OF JAPAN" 6,000	WEDNESDAY, 9th May	30th May

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence 230; via New York 462.
 Intermediate on Steamers: "240," "242."
 "and 1st Class Rail."

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Corner, Pedder Street and Praya, opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR
 MANILA "LOONGSANG" Saturday, 10th Mar., Noon.
 SHANGHAI VIA SWATOW "CHOYSANG" Tuesday, 13th Mar., Daylight.
 AMOY, MANILA AND ILOILO "KUMSANG" Thursday, 15th Mar., Noon.
 SINGAPORE, PENANG & CALCUTTA "YUENSANG" Tuesday, 20th Mar., 3 P.M.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th March, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR
 MOJO and KOBE
 SHANGHAI
 LONDON & C. VIA USUAL PORTS
 OF CALL
 LONDON and ANTWERP
 VIA SINGAPORE, PENANG,
 COLOMBO PORT SAID and
 MARSEILLES
 YOKOHAMA VIA SHANGHAI
 MOJO and KOBE
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 5th March, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila via Amoy.	On 9th Mar., 4 P.M.
RUBI	2540	R. Almond	Manila.	On 17th Mar., Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 5th March, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 11th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND PORTLAND, OREGON.
 SEA OF JAPAN, MOJO, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON ON
"ARAGONIA"	5,198	Ernst	March 14th, 1906.
"NICOMEDIA"	4,370	Wagemann	March 23rd, 1906.
"NUMANTIA"	4,370	Feldmann	April 8th, 1906.
"ARABIA"	4,483	Melzenthin	May 1st, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 23rd February, 1906.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, P. I. Y. MOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DONGOLA,"
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 21st April.
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 26th February, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
 Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 13th inst., at 3 P.M.
 For Freight, apply to
 DAVID SASSOON & CO., LTD.,
 Agents.
 Hongkong, 7th March, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIAN,"
 Captain Courat, will be despatched for MARSEILLES on TUESDAY, the 20th March, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows: 3rd April, S.S. "TONKIN"; 17th April, S.S. "ARMAND BEHIC"; 1st May, S.S. "ERNEST SIMONS"; 15th May, S.S. "POLYNESIE"; 29th May, S.S. "CALEDONIE".
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 7th March, 1906.

FOR NEW YORK.

THE Steamship
 "VERONA,"
 Captain Dobronz, will be despatched for the above Port or about WEDNESDAY, 21st March, at 1 P.M.
 For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 21st February, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 "SHIYOSA" ... 5th April.
 "DEN OF KELLY" ... to follow.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 3rd March, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
 THE Steamship
 "DAKOTA,"
 will be despatched for the above Ports on or about the 12th April.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 9th March, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.
 Passes—(week days) 1st Class (including cabin and servant), Single 80, Return Ticket 150; 2nd Class 50, 3rd Class 30.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket 10, Return 20; 3rd Class, Single 5, Return 10.
 Meals can be had on board.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of 25.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged 25 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904.

POST OFFICE NOTICES.

The following may now be obtained at the General Post Office counter:—

Postal Guides for 1906 30 cents
Parcel Post Tariffs 20 "

The *Monongia*, with the American mail left, Shanghai on Tuesday, the 6th instant, at 5 p.m., and may be expected here to-day.

A Mail for MACAO, is despatched per *S.S. Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NANTAO, SANDOU, *KONGMOON, *KUMCHUK, *SAMSHUI, and *WUCHOW are closed every week-day, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Swatow, Amoy and Foochow	Haitan	Friday, 9th, 10.00 A.M.
Swatow and Bangkok	Haitan	Friday, 9th, 11.00 A.M.
Swatow	Haitan	Friday, 9th, 1.00 P.M.
Swatow	Haitan	Friday, 9th, 1.15 P.M.
Amoy and Manila	Haitan	Friday, 9th, 3.00 P.M.
Amoy, Manila and Iloilo	Haitan	Friday, 9th, 3.00 P.M.
Tsingtau, Chefoo and Newchwang	Haitan	Friday, 9th, 3.00 P.M.
Kobe, Yokohama and San Francisco	Haitan	Friday, 9th, 3.00 P.M.
Manila	Haitan	Friday, 9th, 3.00 P.M.
Manila	Haitan	Friday, 9th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Europe, India via Tutuorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed at 5 p.m. to-morrow.

Manila, Europe, India via Tutuorin
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(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
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TO-DAY.

Shanghai's European Circus, Causeway Bay, 9 p.m.

TO-MORROW.

Ordinary General Meeting of Geo. Fenwick & Co., Ltd., 11.30 a.m.

Ordinary General Meeting of the China Traders Insurance Co., Ltd., noon.

Concert, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS. March 8th.
On LONDON—
Bank Bills, on demand 2/6
Bank Bills, at 30 days sight 2/6
Bank Bills, at 4 months sight 2/6
Credits, at 4 months sight 2/6
Documentary Bills, at 4 months sight 2/6
On PARIS—
Bank Bills, on demand 255
Credits, at 4 months sight 255
On GERMANY—
On demand 208
On NEW YORK—
Bank Bills, on demand 394
Credits, 60 days sight 394
On HONGKONG—
On demand 1514
Bank, on demand 1514
On CALCUTTA—
On demand 1514
Bank, on demand 1514
On SHANGHAI—
On demand 713
Bank, at 30 days sight 721
On YOKOHAMA—On demand 991
On MANILA—On demand 991
On SINGAPORE—On demand 16 p.m.
On BATAVIA—On demand 122
On HAMBURG—On demand 31 p.m.
On SAIGON—On demand 3 p.m.
On HONGKONG—On demand 81
SOVEREIGNS, Bank's Buying Rate 81
GOLD LEAF, 100 fine, per tola 81.70
BAR SILVER, per tola 29

OPIMUM.

Quotations are— Allow 1/2 not to 1 catty.
Maua New \$1000 to per picul.
Maua Old \$1050 to "
Maua Old \$1100 to "
Maua V. Old \$1175 to "
Persian fine quality \$1050 to "
Persian extra fine \$1100 to "
Patna New \$1895 to per chest.
Patna Old \$1875 to "
Benares New \$1875 to "
Benares Old \$1820 to "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *China* left Yokohama on the 5th inst., and may be expected to arrive here on the 17th inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinzess Alice* left Kobe via Nagasaki and Shanghai on Sunday, 4 p.m., the 4th inst., and may be expected here on or about Tuesday, the 13th inst.

The I.G.M. str. *Prinz Regent Luipold*, carrying the German Mails with dates from Berlin of the 13th February, left Colombo on Saturday p.m., and may be expected here on or about Wednesday, the 14th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* arrived at Kobe at 1 a.m. on Thursday, the 8th March, and left again at 7 a.m. same day, via Nagasaki for Shanghai, where she is due to arrive at 1 a.m. on Sunday, the 11th March.

MERCHANT STEAMERS.
The I.G.M. str. *Prinz Waldemar* may be expected here to-morrow.

JOINT STOCK SHARES.

Hongkong, March 8th.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$125 \$50, buyers

National Bank of China \$25 \$38, buyers

China Bank Ltd. \$125 \$37, buyers

China Light & Power Co. \$10 \$10, sellers

China Provident \$10 \$9, sellers

Cotton Mills—

Ewo \$15 \$50, buyers

Hongkong \$10 \$10, sales & buy.

International \$10 \$10, buyers

Laos Kung Mow \$10 \$10, buyers

Szechuan \$10 \$10, buyers

Dairy Farm \$10 \$10, buyers

Docks and Wharves—

Farnham, B. & Co. \$15 \$118.

H. & K. Wharf & G. \$50 \$105.

H. & W. Dock \$50 \$154, sellers

New Amoy Dock \$50 \$10, x.d.

Shui & H. Wharf \$15 \$23, buyers

Fenwick & Co. \$25 \$23, buyers

G. Island Cement \$10 \$10, buyers

Hongkong & C. Gas \$10 \$10, buyers

Hongkong Electric \$10 \$10, buyers

H. H. L. Tramways \$10 \$10, buyers

Hongkong Hotel Co. \$10 \$10, buyers

Hongkong Ice Co. \$10 \$10, buyers

Hongkong Kops Co. \$10 \$10, buyers

H'kong S. Waterboat \$10 \$10, buyers

Insurance—

Canton \$50 \$342, buyers

China Fire \$50 \$89, buyers

China Trade \$50 \$10, buyers

Hongkong Fire \$50 \$10, buyers

North China \$50 \$10, buyers

Union \$100 \$790.

Yangtze \$50 \$180.

Land and Building—

Hongkong Land \$100 \$112, buyers

Humphrey's Estate \$10 \$11, sales

Kowloon Land & D. \$30 \$37, sellers

Shanghai Land \$15 \$10, x.d.

West Point Building \$50 \$63, sellers

Mining—

Charbonnages \$25 \$490.

Rauba \$10 \$10.

Philippine Co. \$20 \$54, buyers

Refineries—

China Sugar \$100 \$212, sellers

Luxon Sugar \$100 \$37, sellers

Steamship Companies—

China and Manila \$25 \$21, sellers

Douglas Steamship \$50 \$40, buyers

H. Canton & M. \$15 \$24, buyers

Indo-China S.N. Co. \$10 \$65, sellers

Shell Transport Co. \$1 \$24.

Do. Preference \$10 \$28, sales

Star Ferry \$10 \$23.

Do. New \$10 \$23.

Shanghai & H. Dyeing \$50 \$50.

South China M. Fact. \$50 \$7, sellers

Steam Laundry Co. \$5 \$5, sellers

Do. \$5 \$5, sellers

Stores & Dispensaries—

Campbell, M. & Co. \$10 \$38.

Fowell & Co., Wm. \$10 \$11, buyers

Watkins \$10 \$9, sellers

Watson & Co. \$10 \$10.

United Asbestos \$5 \$4.

Do. Foundry \$10 \$160.

VERNON & SMYTH, Brokers.

NOTICE.

GEO. FENWICK & CO., LD., Engineers

Ac. are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 32; approximate area 43,000 square feet.

For further particulars apply to the Company.

Hongkong, 12th July, 1905. 135

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE AND KYNOK'S SPORTING CARTRIDGES 9, 10, 12, 16, and 20 BORE AND NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 88SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 29th November, 1902. 2346

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stocks will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.

WM. FARLANE, Manager. Hongkong, 18th November, 1901. 147

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor. Hongkong, 8th August, 1905. 2807

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CH. WEBER for 10 CARTRIDGE FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO. Hongkong, 3rd October, 1905. 45

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTOYER'S, KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

BANKS.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 30,000,000

CAPITAL PAID-UP ... " 12,000,000

CAPITAL UNPAID ... " 6,000,000

RIVER FUND ... " 8,940,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS.

Tokyo Kobe Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin Newchwang

Shanghai Peking Mukden

Daluy Chiofo Tia-ling

Port Arthur

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

PARIS BANK, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per cent.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,383 tons, Captain H. D. Jones.

S.S. "POWAN," 2,383 tons, Captain W. A. Valentine.

S.S. "FATSHAN," 2,383 tons, Captain R. D. Thomas.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.